

# CHINA



# MAIL.

Established February, 1845.  
With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIV. No. 4598. 號九廿月三年八十七百八千一英

HONGKONG, FRIDAY, MARCH 29, 1878.

日六廿月二年寅戊

Price, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane,  
Lombard Street, GEORGE STREET, 30,  
CORNHILL, GORDON & GORDON, Ludgate  
Circus, E. C. BATES, HENDY & Co.,  
4, Old Jewry, R. C. SAMUEL DRAGON &  
Co., 160 & 164, Leadenhall Street.

PARIS AND EUROPE.—LEON DE ROSEY,  
19, Rue Monsieur, Paris.

NEW YORK.—ANDREW WIND, 138, Nassau  
Street.

AUSTRALIA, TASMANIA, AND NEW  
ZEALAND.—GORDON & GORDON, Mel-  
bourne and Sydney.

SAN FRANCISCO and American Ports  
generally.—BLAIR & BLACK, San Fran-  
cisco.

SINGAPORE AND STRAITS.—SAYLE &  
Co., Square, Singapore. C. HENSEN  
& Co., Manila.

CHINA.—Messrs. A. A. DE MELO  
& Co., Swatow, CAMERON & Co.,  
Amoy, WILSON, NICHOLLS & Co.,  
Foochow, HENDER & Co., Shanghai,  
LANE, CRAWFORD & Co., and KERRY  
& WALKER, Yokohama, LANE, CRAW-  
FORD & Co.

## Bank.

HONGKONG & SHANGHAI BANKING  
CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.  
RESERVE FUND, 1,000,000 Dollars.

### COURT OF DIRECTORS.

Chairman.—F. D. SARSON, Esq.  
Deputy Chairman.—W. H. FORBES, Esq.  
E. R. BELLING, Esq. ADAM LIND, Esq.  
H. L. DALRYMPLE, Esq. WILHELM REINERS,  
Esq. H. HOPKINS, Esq. W. S. YOUNG, Esq.  
ROD. W. KESWICK.

### CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.  
Shanghai, EVAN CAMERON, Esq.  
LONDON BANKERS.—London and County  
Bank.

### HONGKONG.

#### INTEREST ALLOWED.

ON Current Deposit Account at the rate  
of 1 per cent. per annum on the daily  
balance.

For Fixed Deposits—  
For 3 months, 2 per cent. per annum.  
For 6 months, 4 per cent. " "  
For 12 months, 5 per cent. " "

#### LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities,  
and every description of Banking and  
Exchange business transacted.  
Drafts, granted on London, and the  
chief Commercial places in Europe, India,  
Australia, America, China and Japan.

#### T. JACKSON,

Chief Manager.

Offices of the Corporation,  
No. 1, Queen's Road East.  
Hongkong, February 27, 1878.

## To Let.

### TO LET.

THREE ROOMS, furnished if Required,  
in Premises No. 38-40, Queen's Road  
Central, suitable for Offices.

Two Spacious GRANITE GODOWNS  
on the Praya, Spring Gardens, Wanchoi.

Apply to

N. MODY & Co.

Hongkong, March 26, 1878.

### TO LET.

THE DWELLING HOUSE, "Green-  
mount," at present in the occupation  
of J. FAIRBANKS, Esq.

Possession after 15th April.

Apply to

GILMAN & Co.

Hongkong, March 18, 1878. ap16

### TO LET.

THE Dwelling House No. 6, Mosque  
Terrace, possession from 15th April  
next.

Three Offices, in Club Chambers.

Apply to

DOUGLAS LAPRAIK & Co.

Hongkong, March 4, 1878.

### TO LET.

HOUSE No. 9, Queen's Road Central,  
with Godowns attached.

House No. 2, Seymour Terrace.

DAVID SARSON, SONS & Co.

Hongkong, January 4, 1878.

## NOW READY.

A CHINESE DICTIONARY IN THE  
CANTONESE DIALECT. Parts I  
and II, A to M, with Introduction. Royal  
8vo, pp. 404.—By ERNEST JOHN EITEL,  
Ph.D. Tubingen.

Price, Five Dollars, or Two Dollars  
and a Half per Part.

To be had from Messrs. LANE, CRAWFORD  
& Co., Hongkong and Shanghai; and Messrs.  
KERRY & WALKER, Shanghai.

Hongkong, March 1, 1878.

## For Sale.

LANE, ATKINSON & CO.  
HAVE FOR SALE.

EX M. M. S. S. "AVA."

AND OTHER RECENT ARRIVALS.

TEYSSONNEAU'S STRAWBERRIES  
in SYRUP.

TEYSSONNEAU'S ASSORTED FRUITS  
in NOYEAU.

TEYSSONNEAU'S ASSORTED FRUITS  
in BRANDY.

TEYSSONNEAU'S ASSORTED PATES,  
in Patent Tins.

TEYSSONNEAU'S PATE DE FOIE GRAS,  
in Patent Tins.

TEYSSONNEAU'S ASSORTED JAMS AND  
JELLIES, in Glass Bottles.

PHILIPPE and CANAUD'S ASSORTED  
PATES.

PHILIPPE and CANAUD'S LONG ASPA-  
RAGUS.

PHILIPPE and CANAUD'S SARDINES.

FENARD & FILS'  
FINEST  
CHERBOURG BUTTER, in Bottles.

CIGARETTES, COMPAGNIE  
LAFFERME.

RICHMOND SMOKING MIXTURE.

BARCELONA NUTS.

BRAZIL NUTS.

PEA NUTS.

ALMONDS in SHELL.

SMYRNA FIGS.

MUSCATEL BLOOM RAISINS, in  
Cartons.

EPPE'S COCOA.

BORDEN'S CONDENSED MILK.

GOLDEN GATE FLOUR, in Barrels.

GALETTINE and ISINGLAS, in 1 lb.  
Packets.

WAFFLE IRONS. AMERICAN  
BROILERS.

VERY FINE  
"O. K." BOURBON WHISKY.

BILLIARD OUE TIPS.

BILLIARD OUE CEMENT.

BILLIARD CHALK.

BILLIARD TABLE CLOTHS.

BARCLAY and PERKINS' PORTER, in  
Hogheads.

HORR'S BEST QUALITY RUSSIAN ROPE.

HORR'S ASSORTED TARRED AND  
WHITE LINES.

FAIRBANKS' SCALES.

COAL.

BEST QUALITY CARDIFF STEAM  
COAL for Sale, ex Godown.

Apply to

BATTLES & Co.

Hongkong, December 3, 1877.

CHINA SUGAR REFINING  
COMPANY, LIMITED.

THIS REFINERY MANUFACTURES.

LOAF SUGAR, (in 5, 10, and 15 lbs.  
Leaves).

Cut and Powdered LOAF SUGAR.

CUBE SUGAR (Lyle's Patent), shortly.

CRYSTALLIZED SUGAR, mark C. S. R.  
(in diamond) 4 IIII.

Fine WHITE SUGAR, mark C. S. R.  
(in diamond) 4 IIII.

Medium WHITE SUGAR, mark C. S. R.  
(in diamond) 4 II.

Fine YELLOW SUGAR, mark C. S. R.  
(in diamond) 4 IL.

COFFEE SUGAR, mark C. S. R.  
(in diamond) B. I.

GOLDEN SYRUP, SYRUP, and  
MOLASSES.

SPIRITS OF WINE and LAMP SPIRIT.  
RUM, 40°, 50°, O. P., and Naval.

ANIMAL CHARCOAL and DUST.

AMMONIACAL LIQUOR, from Bones.

BONE TAR (a preventive of white ants).

ROUGH BONE TALLOW.

Packed in Quantities and Packages to suit  
Customers.

Particulars and Prices on application to  
The Managers,

CHINA SUGAR REFINING Co., Limited,  
East Point,  
Hongkong.

March 5, 1878. ap5

## Intimations.

HONGKONG & CHINA GAS COM-  
PANY, LIMITED.

DURING THE TEMPORARY ABSENCE OF  
the Undersigned, Mr. THOMAS  
DANIEL COX PARKER is appointed  
Acting Manager.

A. NEWTON,

Manager.

Hongkong, March 20, 1878. ap20

## PIANOFORTE TUNING.

MR. J. BUCHANAN, BANDMASTER OF  
Her Majesty's 74th Highlanders,  
begs to announce to the Public of Hong-  
kong that he will undertake to TUNE  
PIANOFORTEs during his stay in the  
Colony.

Address to Murray Barracks.

Hongkong, March 14, 1878. ap14

## For Sale.

FOR SALE.

WHITAKER'S ALMANAC.

LETT'S DIARIES.

ARNOLD ON MARINE INSURANCE.

LAW OF GENERAL AVERAGE.

SMITH'S MERCANTILE LAW.

MCCULLOCH'S COMMERCIAL DIC-  
TIONARY.

HOPKINS' PORT OF REFUGE.

ENGLISH SYNONYMS.

ROGET'S THESAURUS.

ANDERSON'S FRENCH METHOD.

OLLENDORFF'S GERMAN METHOD.

OLLENDORFF'S SPANISH METHOD.

OLLENDORFF'S ITALIAN METHOD.

NARES' SEAMANSHIP.

DICTIONARY OF MEDICINE  
AND HYGIENE.

UNIVERSAL INDEX OF BIOGRAPHY.

POLE'S THEORY OF WHIST.

THE CORRECT CARD.

BESTON'S HOUSEHOLD MANAGEMENT.

BESTON'S EVERYDAY COOKERY.

ENGLISH DICTIONARIES.

FRENCH Do.

GERMAN Do.

SPANISH Do.

ITALIAN Do.

ENQUIRE WITHIN UPON EVERY-  
THING.

ALL ABOUT HARD WORDS.

CHINESE COMMERCIAL GUIDE.

GILES' CHINESE SKETCHES.

SOCIAL LIFE OF THE CHINESE.

EITEL'S NEW CHINESE DICTIONARY,  
1st and 2nd Parts.

EITEL'S BUDDHISM.

EITEL'S FUNG SHUL.

LANE, CRAWFORD & CO.

Hongkong, March 26, 1878.

## Intimations.

YANGTZE INSURANCE ASSOCIA-  
TION.

### NOTICE TO CONTRIBUTORS.

IN Accordance with the Articles of Agree-  
ment, the Directors have declared a  
Dividend to Policy-holders for the fiscal  
Year ending 30th September, 1877, of  
TWENTY-FIVE PER CENT. on the  
NET PREMIA CONTRIBUTED.

Warrants will be delivered by the Under-  
signed to Contributors of Premia at this  
Port, on and after the 9th Instant.

Policy-holders are requested to send in  
particulars of their Contributions.

By Order of the Directors,

RUSSELL & Co.,  
Agents.

Hongkong, March 5, 1878. ap5

STANDARD FIRE OFFICE, LONDON.

THE Undersigned having been appointed  
Agents to the above Company at this  
Port, are prepared to grant Policies against  
Fire to the extent of \$40,000, on Buildings  
or on Goods stored therein.

### DISCOUNT 20 %

VOGEL, HAGEDORN & Co.

Hongkong, March 1, 1878.

THE EQUITABLE LIFE ASSURANCE  
SOCIETY OF THE  
UNITED STATES.

HENRY B. HYDE, President.

J. W. ALEXANDER, Vice-President.

SAMUEL BOBROW, Secretary.

A. A. HAYES, Jr., General Manager, for  
China and Japan.

### PRINCIPAL OFFICE.

120, BROADWAY, NEW YORK.

Assets ..... \$31,700,000

Surplus ..... \$ 5,500,000

THE Undersigned having been appointed  
Agents in Hongkong, China, for the  
above Company, are prepared to Accept  
Risks at greatly reduced rates and upon  
terms very favourable to the assured.

For full information and particulars,  
apply to

OLYPHANT & Co.,  
Agents.

Hongkong, January 21, 1878.

## DENTAL NOTICE.

DR. ROGERS begs to intimate to his  
Friends that he is about to visit  
SHANGHAI, and will be absent from Hong-  
kong from April 1st to June 15th.

Hongkong, March 4, 1878.

DEVOS'S BRILLIANT  
OIL.

RELIABLE,  
ECONOMICAL,  
SAFE!!

DESIRING to benefit by the world-  
wide reputation of our Oil, certain  
parties have attempted to imitate our pack-  
ages. Suits at law have been instituted  
against the MAKERS and PURCHASERS of  
these imitations. Buyers should be careful  
to see that the words "DEVOS'S BRIL-  
LIANT" are stencilled on the cases, and this  
words "DEVOS MFG CO. PATENTS" are  
stamped on the top of the can.

THE DEVOS MANUFACTURING Co.,

80 Beaver and 127 Pearl Streets,

NEW YORK, U. S. A.

[11] NEW YORK, U. S. A.

## Notices of Firms.

### NOTICE.

MR. THEODOR JOHANNES EN-  
GELBRECHT VON FUSTAU has  
been authorized to Sign our Firm per  
procuration.

Wm. FUSTAU & Co.

Hongkong, March 22, 1878. ap23

### NOTICE.

THE Interest and Responsibility of Mr.  
EDWARD CUNNINGHAM in our  
Firm in Hongkong and China, CEASED on  
the 31st December last.

RUSSELL & Co.

China, March 8, 1878. ap3

### NOTICE.

MR. HORATIO GAY JAMES was  
admitted a Partner in our Firm on  
the 1st January, 1878.

GEO. R. STEVENS & Co.

Hongkong, January 5, 1878.

### NOTICE.

I HAVE This Day established myself at  
this Port as a MERCHANT and COM-  
MISSION AGENT, under the Style or  
Firm of GEO. R. STEVENS & Co., who  
will henceforward conduct the Agency of the  
AUSTRALIAN STEAM NAVIGATION  
COMPANY.

G. R. STEVENS.

Hongkong, December 29, 1877.

### NOTICE.

MR. H. F. MEYERINK has been  
admitted a Partner in our Firm  
from This Date.

MEYER & Co.

Hongkong, January 1, 1878. ap2

## Shipping.

### Steamers.

#### FOR MANILA.

The Steamship  
"MACTAN,"  
Ensign, Master, will be de-  
spatched to the above Port on  
SATURDAY, the 30th Instant, at Noon.

For Freight or Passage, apply to

RUSSELL & Co.

Hongkong, March 28, 1878. mc30

FOR SWATOW, AMOY & FOOCHOW.

The Steamship  
"YESSO,"  
Capt. S. ASHTON, will be de-  
spatched for the above Ports  
on SUNDAY, the 31st Instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

Hongkong, March 27, 1878. mc31

FOR YOKOHAMA & HIOGO.

The Steamship  
"OXFORDSHIRE"  
will leave on or about 1st  
Proximo.

For Freight or Passage, apply to

TURNER & Co.,  
Agents.

Hongkong, March 25, 1878. ap1

FOR SHANGHAI AND TIENTSIN.

The German Steamship  
"OLYMPIA,"  
NAGEL, Master, shortly ex-  
pected, will have quick de-  
spatch as above.

For Freight or Passage, apply to

Wm. FUSTAU & Co.,  
Agents.

Hongkong, March 26, 1878.

### FOR AMOY.

The Steamship  
"ESMERALDA,"  
CULLEN, Master, shortly  
due, will have immediate  
despatch for the above Port.

For Freight or Passage, apply to

RUSSELL & Co.

&lt;



## Intimations.

**W. BALL,**  
CHINA DISPENSARY.  
IMPORTER OF DRUGS, CHEMICALS,  
DRUGGISTS' SUPPLIES, TOILET  
REQUISITES, PATENT MEDI-  
CINES AND PERFUMES.

Prescriptions Dispensed with Carefulness,  
and Prompt Attention.

—FRAYA WEST, HONGKONG,  
Near the Canton Steamer's Wharf,  
Hongkong, July 18, 1876.

**AFONG,**  
PHOTOGRAPHER,  
by appointment, to  
H. E. SIR ARTHUR KENNEDY,  
GOVERNOR OF HONGKONG;  
and to  
H. I. H. THE GRAND DUKE ALEXIS  
OF RUSSIA.

Wyndham Street, formerly ATHLETIC CLUB,  
HAS on hand the Largest and Best  
collection of Views of China, Pho-  
tographic Albums, Frames, Cases, &c., of  
assorted sizes. Ex S. S. 1876, Revolving  
Standard Albums, Armorial Monograms  
and Postage Stamp Albums, Russia Leather  
Velvet and carved-wood Cabinet Portraits  
only, Portraits of the Generals of the  
present Russo-Turkish War, Eminent British  
Statesmen, the two Chinese Ambassadors,  
in Cabinet and Carte de Visite sizes  
Coloured Portraits of English Ladies.

Hongkong, August 24, 1877.

**AH YON,**  
SHIPS' COMPREHENSIVE AND  
STEVEDORE,  
No. 57, Praya West.  
SHIPPING SUPPLIED WITH ALL KINDS OF  
COAL, WATER, BALLAST, FRESH  
PROVISIONS & OILMAN'S  
STORES.

Of the best quality and at the shortest notice.  
Hongkong, May 1, 1876. my1

**WASHING BOOKS.**  
(In English and Chinese.)  
WASHBURN'S BOOKS, for the use  
of Ladies and Gentlemen, are now  
ready at this Office—Price, \$1 each.  
CHINA MAIL OFFICE.

**Notices to Consignees.**  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

**NOTICE TO CONSIGNEES.**  
CONSIGNEES of the following Cargo  
are requested to send in their Bills of  
Lading to the Undersigned for counter-  
signature, and take immediate delivery.  
This Cargo has been landed and stored at  
their risk and expense.  
No Fire Insurance has been effected.  
H. DU POUEY,  
Agent.

Ex "Pei Ho."  
Mr C. Grossmann, G (in dsa) from  
Mondy, No. 7307, 1 case. Marseilles.  
Moroery, Hongkong, March 27, 1878.

**COMPAGNIE DES MESSAGERIES  
MARITIMES.**

**S. B. PEI HO.**

**NOTICE.**  
CONSIGNEES of Cargo per S. S.  
Coppern, from London, in connection  
with the above Steamer, are hereby  
informed that their Goods are being landed  
and stored at their risk at the Company's  
Godown, whence delivery may be obtained  
immediately after landing.

Optional Cargo will be forwarded on  
unless intimation is received from the Con-  
signee, before TO-DAY, the 20th Instant,  
at 1 p.m., requesting it to be landed here.  
Bills of Lading will be countersigned by  
the Undersigned.

Goods remaining unclaimed after Wed-  
nesday, the 27th Instant, at Noon, will be  
subject to rent and landing charges.  
No Fire Insurance has been effected.  
H. DU POUEY,  
Agent.

Hongkong, March 20, 1878

**COMPAGNIE DES MESSAGERIES  
MARITIMES.**

**S. B. PEI HO.**

**NOTICE.**  
CONSIGNEES of Cargo per S. S.  
Coppern, from London, in connection  
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No Fire Insurance has been effected.  
H. DU POUEY,  
Agent.

Hongkong, March 20, 1878

## To-day's Advertisements.

**FOR AMOY.**  
The Steamship  
"ESMERALDA,"  
Cullen, Master, will leave  
for the above Port on  
SATURDAY, the 30th Instant at 4 p.m.  
For Freight or Passage, apply to  
RUSSELL & Co.  
Hongkong, March 29, 1878. mo30

**U. S. MAIL LINE.**  
PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND THROUGH  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CHINA  
will be despatched for San Francisco,  
via Yokohama, on the 30th Instant, at 4 p.m.  
at Noon, taking Passengers, and  
Freight, for Japan, the United States, and  
Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States via Over-  
land Railways, to Havana, Trinidad, and  
Demerara, and to ports in Mexico, Central  
and South America by the Company's and  
connecting Steamers.

Through Passage Tickets granted to all  
trans-Atlantic lines of Steamers.

A REDUCTION OF TWENTY PER  
CENT on regular rates is granted to  
OFFICERS OF THE ARMY AND NAVY,  
AND MEMBERS OF THE CIVIL AND  
CONSULAR SERVICES IN COMMISS-  
SION.

Freight will be received on board until  
4 p.m., of ——— Parcel Packages  
will be received at the office until 5 p.m.  
same day; all Parcel Packages should be  
marked to address in full; value of same  
is required.

Consular Invoices to accompany Overland  
Cargo should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 3, Praya Central.

RUSSELL & Co., Agents.  
Hongkong, March 29, 1878.

**Not Responsible for Debts.**

**Neither the Captain, the Agents, nor  
Owners will be Responsible for any  
Debts contracted by the Officers or Crew  
of the following Vessels, during their stay  
in Hongkong Harbour:**

QUICKSTEP, American barque, Captain  
Barnaby.—Captain.

NORTH STAR, American ship, Captain  
J. U. Thomson.—Order.

P. J. CARLETON, American barque, Capt.  
J. A. Amberg.—P. & O. Co.

RAJAHATTANUHAN, British str., Capt.  
Geo. T. Hopkins.—Yuen Fat Hong.

OCCIDENT, British barque, Capt. Reuter.  
—Chinese.

CALDERA, British str., Captain Williams.  
—Jardine, Matheson & Co.

STANDARD, British steamer, Captain W.  
W. Lyon.—Slemmen & Co.

HARON ADELSTEIN, Norwegian steamer,  
Capt. Bergh.—Arnhold, Karberg & Co.

**SHIPPING.**

**ARRIVALS.**  
March 28, Hakon Adelsien, Norwegian  
steamer, 906, Bergh, Saigon March 24, Rio.  
—ARNHOLD, KARBERG & Co.

March 29, Julianna, German 3-m. sch.,  
183, J. Oatmann, Amoy March 23, General.  
—CAPTAIN.

March 29, Quarta, German steamer, 731,  
G. Hays, Saigon March 24, Rio.—Soy  
Sims.

March 29, Atalanta, German steamer,  
785, G. Petersen, Saigon March 24, Rio.  
—STERNBERG & Co.

March 29, Thales, British steamer, 700,  
Coles, Halphong Mar. 24, Rio.—DOUGLAS  
LAFRAIK & Co.

March 29, Esmeralda, British steamer,  
895, Cullen, Manila March 28, General.  
—RUSSELL & Co.

March 29, Glencairles, British steamer,  
1837, G. S. MacBain, London via ports of  
Call, and Singapore March 24, General.  
—JARDINE, MATHESON & Co.

March 29, Gaelic, British steamer, 1712,  
W. S. Kidley, San Francisco Feb. 21, and  
Yokohama March 22, Mails and General.  
—O. & O. S. S. Co.

**DEPARTURES.**  
Mar. 29, Rajahattannuahan, for Bangkok.  
29, U.S.S. Monongahela, for Shanghai.  
29, Esperia, for Chinkiang.  
29, Marica, for Saigon.  
29, Brisbane, for Australian Ports.  
29, Deucalion, for Shanghai.

**OLBARED.**  
Trio, for Tientsin.  
Norma, for Swatow.  
Neyron, for Swatow.  
Oscar, for Whampoa.  
Seamen's Bride, for Bangkok.  
Charger, for San Francisco.

**PASSENGERS.**  
ARRIVED.  
Per Julianna, from Amoy, Messrs G. E.  
Sandberg and Skonberg, and 56 Chinese.  
Per Esmeralda, from Manila, Mr and Mrs  
Nohr, child and servant, Dr. J. Burke and  
servant, Messrs D. Rescoe, Boyd, Taylor,  
Earnshaw, W. Fern, W. B. Lerboe, W. G.  
Gomez Pary, W. R. H. Acena, P. W.  
Gomez, W. G. Fernandez, 1 European  
deck and 180 Chinese.

Per Glencairles, from London: for Hong-  
kong, Messrs Hyde and Strossach; for  
Shanghai, Mr and Mrs McKennie, Messrs  
Yerbit, Gilbert, Graydon, Moleworth,  
Wilson, Burnett, McKelvie, Chantillon, and  
Yeu Sen Hing; for Hogo, Mr Walter  
Egyl.

Per Gaelic, from San Francisco and  
Yokohama, Dr Hamilton, S.W. and 187  
Chinese.

Per Hakon Adelsien, from Saigon, 2 Chi-  
nese.

Per Quarta, from Saigon, 30 Chinese.

Per Atalanta, from Saigon, 8 Chinese.  
Per Thales, from Halphong, 8 Chinese.  
DEPARTED.  
Per Brisbane, for Sydney, Captain Mo-  
Laren, and 100 Chinese for Australia.

## SHIPPING REPORTS.

The German steamer Quarta reports:  
Fine weather during the voyage, since  
yesterday foggy weather to port.

The German steamer Atalanta reports:  
Light southerly breeze and fine weather.  
The British steamer Thales reports:  
Squally with heavy rain throughout the  
passage.

The British steamer Esmeralda reports:  
Left Manila on the 26th, had light variable  
winds and calms to Lema Head; thence  
thick fog and very heavy squalls to port.  
Ship being delayed 7 hours on account of  
fog.

The British steamer Gaelic reports: Left  
San Francisco at noon on February the  
21st, at 11 a.m. on the 22nd spoke the  
British barque Formosa, 52 days out, from  
Puget Sound bound for Fico, Peru. During  
the whole of the passage across to Yoko-  
hama encountered strong Westerly gales,  
arriving at 11 a.m. on the 18th March, left  
again on the 22nd at 8 a.m. and experienced  
variable winds down, arriving at Hongkong  
at 4.30 p.m. on the 28th, being detained  
12 hours outside on account of the fog.

POST OFFICE NOTIFICATIONS.

**MAILS will close:—**  
For SWATOW.—  
Per Mowee, at 8.00 a.m. To-morrow, the  
30th inst.

For PORT DARWIN.—  
Per Chariton, at 1.00 p.m. To-morrow,  
the 30th inst., instead of as pre-  
viously notified.

For AMOY.—  
Per Esmeralda, at 3.30 p.m. To-morrow,  
the 30th inst.

For MANILA.—  
Per Macian, at 3.30 p.m. To-morrow,  
the 30th inst.

For HOIHOW AND HAIPHONG, with  
Mails for Pakhoi and Haiphong.—  
Per Conquest, at 5 p.m. To-morrow, the  
30th inst.

For SWATOW, AMOY & FOCHOH.—  
Per Yuen, at 5 p.m., on Saturday, the  
30th inst.

For SAIGON.—  
Per Yuen, at 9 a.m., on Monday, the 1st  
April.

**MAILS BY THE FRENCH PACKET.—**  
The French Packet Packet Anadyr will  
be despatched from Hongkong on  
THURSDAY, the 4th April, with  
Mails to and through the United  
Kingdom and Europe, via Mar-  
seille; to Saigon, Singapore, Bata-  
via, Galle, Pondicherry, Madras,  
Calcutta, Bombay, Aden, Suez,  
and Alexandria.

The following will be the hours of closing  
the Mails, &c.:—

Wednesday, April 3rd.—  
5 p.m., Money Order Office closes. Post  
Office closes except the Night Box,  
which remains open all night.

Thursday, April 4th.—  
7 a.m., Post Office opens for sale of  
Stamps, Registry of Letters, and  
Posting of all correspondence.

10 a.m., Registry of Letters ceases.

11 a.m., Post Office closes except for Late  
Letters.

11.10 a.m., Letters (but Letters only)  
may be posted on payment of a  
Late Fee of 18 cents extra postage,  
until

11.30 a.m., when the Post Office Closes  
entirely.

Hongkong, March 28, 1878. ap4

**MAILS BY THE ENGLISH PACKET.—**  
The English Packet Packet Guelion,  
will be despatched with the Mails for  
Europe, &c., on THURSDAY, the  
11th April.

The following will be the hours of closing  
the Mails, &c.:—

Wednesday, 10th April.—  
5 p.m., Money Order Office closes.

6 p.m., Post Office closes except the Night  
Box, which remains open all night.

Thursday, 11th April.—  
7 a.m., Post Office opens for sale of  
Stamps, Registry of Letters, and  
Posting of all correspondence.

10 a.m., Post Office closes except for Late  
Letters. Registry of Letters ceases.

10.15 a.m., Letters may be posted with  
LATA Fee of 18 cents extra  
postage till

11 a.m., when the Post Office Closes  
entirely.

11.30 a.m., Letters (but Letters only)  
addressed to the United Kingdom  
Via Brindisi, or to Singapore, may  
be posted on-board the Packet with  
Late Fee of 48 cents extra postage,  
till

11.50 a.m., when the Mail is finally  
closed.

Hongkong, March 28, 1878. ap11

**MEMOR. FOR TO-MORROW.**  
Miscellaneous.

Notice of optional cargo per Glencairles to  
be given before 11 o'clock a.m.

**Shipping.**  
Noon.—Macian leaves for Manila.  
4 p.m.—Esmeralda leaves for Amoy.  
Ionian leaves for London.

**General Memoranda.**

Sunday, March 31.—  
Daylight.—Yuen leaves for Coast Ports.

Monday, April 1.—  
Ongford leaves for Yokohama, &c. on  
or about this date.  
Glencairles leaves for Shanghai on or about  
this date.

## THE HONGKONG DISPENSARY.

Established A.D. 1841.  
**香港大藥房**

**A. S. WATSON & Co.,**  
FAMILY & DISPENSING CHEMISTS,  
WHOLESALE AND RETAIL DRUGGISTS,  
IMPORTERS

OF  
DRUGGISTS' SUPPLIES, NURSERY REQUI-  
SITES, TOILET REQUISITES, ENGLISH,  
AMERICAN, AND FRENCH PATENT  
MEDICINES.

**MANUFACTURERS**  
OF  
Soda Water, Lemonade, Tonic Water,  
Gingerade, Potass Water, Sarsaparilla  
Water, and other Aerated Waters.

The Manufactory is under direct and  
continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced  
at 7.50 p.m.

**THE CHINA MAIL.**  
HONGKONG, FRIDAY, MARCH 29, 1878.

A CORRESPONDENT—"Observer"—re-  
cently drew attention to the fact that  
two inquests had been held at the Tung  
Wah Hospital within a few days of each  
other on the bodies of persons who had  
died while under treatment in that insti-  
tution, and expressed an opinion as to  
the desirability of placing the Hospital  
under the supervision of a European  
medical practitioner. When the build-  
ing was erected, the Chinese gave their  
subscriptions towards it, we believe, on  
the understanding that native practices  
should be permitted in the Hospital. Un-  
der such circumstances as these the Gov-  
ernment would not, perhaps, be justified  
in forcing western medicine and surgery  
upon the institution, however strongly  
they may be impressed with their ad-  
vantages over the native means and me-  
thods of treatment, and the comparative-  
ly worthless character of the latter.

"Observer," however, does not suggest  
that native practice should be abolished  
from the institution, but simply that it  
should be placed under competent Euro-  
pean supervision. His Excellency, Mr.  
Hennessy, has already mooted a scheme  
for enabling Chinese students to be edu-  
cated in western pharmacy and surgery,  
the course to include clinical instruction  
at the Tung Wah Hospital; and, pos-  
sibly, if this scheme is ever carried out,  
European supervision of some sort  
at the Tung Wah Hospital, if it  
does not become a necessity, may at  
least become a convenient matter for  
consideration. The medical missions at  
Canton and elsewhere have satisfactorily  
shown that the Chinese merely require  
to have the advantages of western  
medical and surgical sciences practically  
demonstrated to themselves to procure  
its acceptance among them. So long as  
they have native hospitals temptingly  
within their reach it is scarcely to be  
expected that they will lose their pre-  
judice against foreign treatment, support-  
ed as that prejudice naturally must be  
by the native doctors, working on the  
superstitions of a half-civilised people,  
who are notorious for their aversion to  
change.

In regard to the Tung Wah Hospital  
not only will the native doctors attached  
to that institution fight tooth and nail  
against foreign innovations, but the  
committee will be led by personal motives  
almost equally strong to countenance  
and support that antagonism. They  
know perfectly well that the adoption of  
European treatment in the hospital can  
only be effected under the care of a  
European staff, or at least under Euro-  
pean supervision, and that coincident  
with such a change the glory of the  
mandarin dress must fade, and the in-  
fluence of their body receive a very  
considerable check. We have no desire  
to see the Committee pass out of exist-  
ence, provided they will condescend to let  
Government duties alone, and confine  
their attention to the sick.

Very little is really known among  
Europeans of the course of treatment  
pursued in the institution, but if the  
knowledge of its practitioners is derived  
from such works as *The New Collection*  
of *Tried Prescriptions*, which Mr. Giles  
assures us in his *Chinese Sketches* forms  
an important item in the medical litera-  
ture of the country, we are bound to  
pity the unfortunate patients. To  
prevent sea-sickness, for instance, we  
are gravely directed in this valuable  
work, which consists of no less than  
eight small volumes, to insert a lump of  
burnt mortar in the hair, without letting  
any one know it is there. The work is  
at any rate a comprehensive one, for  
among other remedies of a like nature,  
Mr. Giles quotes one for the extinction  
of fires. It is so remarkable as to be  
worth reproduction: "Take three fowls'  
eggs and write at the big end of  
each the word *waan*, at the small  
end the word *beautiful*. Then throw  
them singly to the spot where the fire  
is burning brightest, uttering all the  
time 'foohshahrum, foohshahrum.' The  
fire will then go out." At the last  
interview between Sir Arthur Kennedy  
and the Committee of the Hospital, Mr.  
Leong On, the spokesman, said the Chi-  
nese did not go so minutely into the  
dissection of bodies as Europeans, but  
they thought that foreigners did not  
know how to spread a fractured limb, as

they cut it off. The Chinese practi-  
tioners really have most inaccurate ideas  
of the internal structure of the human  
body, chiefly because they do not practice  
dissection, and it is of course absurd to  
presume that they can ever become even  
moderately skilful practitioners without  
such knowledge.

**LOCAL AND GENERAL.**

The delivery of the American Mail was  
begun at five minutes to six this evening.

We understand that H. M. S. Audacious  
is under orders for sea on Wednesday next,  
the 3rd proximo.

Mr. MAY, we are sorry to learn, is pre-  
vented from attending to his official duties  
on account of ill-health.

We are requested to state that judgment  
in the case of the *Japan* will be delivered  
in the Supreme Court to-morrow morning,  
at half-past ten o'clock.

The adjourned inquest on the bodies of  
four persons who were poisoned on board  
S. S. *Deucalion* on sea has been postponed  
until Tuesday next, the 2nd proximo, as  
one of the Jurymen has to leave the Colony  
for a day or two.

We understand that the Police purpose  
challenging the 74th to another trial of  
strength in a tug of war, as the latter assert  
they were exhausted by their former efforts  
when they were defeated yesterday. We  
are glad to see this rivalry existing, so long  
as it is conducted with good humor.

**"TRIAL BY JURY"**  
AT THE LUSITANO THEATRE.  
HONGKONG CHORAL SOCIETY.

Yesterday will be a red-letter day in the  
history of our Choral Society and of Hong-  
kong entertainments. Our little Colony  
can boast with some reason of its dramatic  
talent; but to perform an operetta, with  
all its demands on the performers of voice,  
time and memory, is a very different mat-  
ter from any of the efforts yet made by the  
Amateur Dramatic Club. It is but seldom  
that musical and histrionic ability are  
combined in one person; and the cast for  
last night was therefore furnished by the  
members of the Choral Society, most of  
whom are unversed in the mysteries of the  
green room. Hence we cannot but admire  
the enterprise which suggested, and the  
courage which carried to a successful issue,  
this pleasing and novel innovation in our  
amateur entertainments.

Messrs. Rennell and Sangster played  
an overture on the pianoforte, with their  
usual skill, and were applauded.

The "Trial by Jury" was preceded by  
a comedietta called "The Family Shake-  
peare,"—the following being the cast:

Mr. Milbank,..... Mr. Fraser-Smith.  
Captain Vernon,..... Colonel Stuart.  
Mrs. Milbank,..... Mrs. Fitz-Siddons.  
Jenny Grey,..... Miss Belmont.

It is difficult to explain the selection of  
this piece, except, perhaps, on the "Ah,  
slay dog" principle,—that it should be  
more successfully acted as a foil to give  
effect to the operetta. It is a stilted  
and strained piece of weak sentimentalism  
which on the stage becomes flat, tedious,  
and somewhat ridiculous. Almost the only  
chance of showing ability on the part of the  
actors falls to the lot of Jenny Grey, the  
suffering, inconsistent, slightly languid,  
rather pitiful governess: her discovery of  
a will in "the family Shakespeare" which  
gives her a right to repossess the property,  
and her struggle against duty and inclin-  
ation whether or not to exercise the right  
which would disinherit her friend Milbank,  
are the only points in the entire piece; and  
these are spoiled by a ridiculously abrupt  
and pointless finale. These opportunities  
were fully availed of by Miss Belmont,  
who showed herself to be an accomplished  
actress, with an easy style, a clear enun-  
ciation, and considerable elocutionary as well  
as dramatic power: so much so, indeed,  
that we hope to see her later on in a more  
natural and vigorous character. Mrs. Fitz-  
Siddons (as Mrs. Milbank) was quiet, lady-  
like, and natural, and "lectured" Jenny  
with becoming dignity; while Mr. Fraser-  
Smith (Milbank) represented the fortunate  
though briefless barrister with a freedom  
which bespeaks bet or things. The role of  
Jenny's lover was undertaken by Col.  
Stuart, but he found it very difficult to  
make love in the stilted language of Fitz-  
gerald. In fact,



a gentle ripple of laughter during the progress of this scene.

Mr. Oxley, as Counsel for the plaintiff, showed that he has a very clear voice and good intoning power; and if he had imparted just a little more lightness and warmth to his attentions to his "interesting client," whose cause he was advocating, he would have made more of his appeal to the hearts of the British jurors. His rendering, however, was smooth and clear, and his get-up was worthy of the bar and the Court of Luatano.

We have not space, however, to particularize all the effective scenes where all was so excellently interpreted and placed before the public. The compromise proposed by the Bench having, as usual in cases of breach of promise, been objected to, the Judge loses his temper (as Judges will do sometimes), and to the strains and time of "All the legal forces seize you," he hurled books, papers, pens, &c. over the Court, and descends from his seat of dignity to marry the bride himself! The concluding chorus, "Oh, my unbowed," was re-demanded, and the curtain fell a second time amid the most hearty applause we have heard for many a day.

Mr. Sangster, whom we are glad to see again in his place, conducted, in his usual style, and the accompaniment was admirably played by Messrs. Renell and Emory. The Choral Society well deserve the thanks of the community for their services on this occasion, more especially the ladies; and while we would suggest a repetition of the entertainment, with a more lively comediante, it may confidently be promised that a bumper house would reward the Society's efforts to please.

#### Police Intelligence.

(Before C. F. Croagh, Esq.)  
20th March, 1878.

##### LARCENIES.

Leong Ah-ah, a coolie, was sent to six weeks' hard labour for stealing a piece of cloth (a kind of root) valued at 12 cents.

Loon Fook Kuen, a hawker, was sent to six weeks' hard labour for attempting to steal a pair of trousers.

Ho Asang, a coolie, was charged on remand with stealing a blue glass and three dollars from the cabin of the third officer of the S.S. *Oriana*. The defendant had been seven times previously convicted. He reserved his defence, and he was committed for trial.

##### LARCENY AND ATTEMPTED ESCAPE.

Chong Tui-lee, a hawker, was charged by Inspector Matheson with stealing 3 sheets of copper, which he had concealed under his jacket. The defendant in reply to the Inspector stated that he had bought it from a carpenter, but could not find him.

Mr. de Jesus, sworn, stated that the copper was the property of the H. K. & W. Dock Company. Witness knew it by the peculiar punching, which is done by machinery. James Edward (P.O. 73), stated that he took the defendant to Aberdeen to make enquiries about him, and on the way back to Hongkong, on the 27th, when they had got about half way, the defendant said that he could not walk, and witness could not get a chair. The defendant walked very slowly and complained of pain. Witness was assisting him along, and, when near Mr. Davis's house, the defendant suddenly struck witness in a vital part, with his bamboo stick, and jumped over a wall. Witness pursued him, and after a long chase over the rocks, the defendant fell and witness caught him. The defendant made at witness with his fist, and it was then discovered that he had slipped off the handcuffs. He was then taken to West Point Station. Witness was unable to go on to the Central Station owing to the injury he had received, and he was now under treatment at the Hospital. The defendant stated that the road was wet and he slipped down. Four months' hard labour.

##### BEGGARS.

Eight more mendicants were disposed of to-day, by being sent to their native places.

##### UP A TREE.

Thomas Knight, a seaman belonging to the S.S. *Maopie*, was charged with going up a tree at the Cricket ground, whilst the athletic sports were in progress, and breaking the branches. He was warned by a Sikh Constable not to go up, but persisted in doing so. The Captain of the ship gave him a very good character, so he was only fined 50 cents.

##### DRUNKENNESS.

William Gibson, seaman unemployed, was charged with the above offence, but as he was quiet, he was discharged with a caution.

Joaquin de Silva, seaman unemployed, was fined \$2. He had been previously convicted for disorderly conduct.

Ruhan Ludokan and John Horton, seamen unemployed, were discharged with a caution.

LARCENY ON BOARD THE S.S. "DEUCALION."  
Sha Ayow alias U A-un, a passenger by the S.S. *Deucalion*, was charged with stealing 2172 from the box of one of the other passengers whilst at sea. The steamer was on her way from Singapore to this port.

R. J. Brown, the master of the S.S. *Deucalion*, sworn, stated that on the morning of the 27th instant, whilst at sea between Singapore and this port, one of the Chinese deck passengers complained that he had been robbed of 2172. Witness called the Chief Chinese cook to act as interpreter. Witness told him to try and find out who had taken the money and said that he would not allow any of the passengers to go on shore until the Police had been on board. As the steamer entered the port, the 3rd officer was ordered to put two of the Chinese passengers in irons for being concerned in the poisoning of the passengers on the 11th instant. Shortly after the ship arrived, the police came on board and the three prisoners were given into their custody for poisoning some of their fellow-passengers.

James Morrison, sworn, stated that he was the third Officer of the S.S. *Deucalion*. On the morning of the 27th instant he was on the forward deck when the two men in Court came up to him and the shorter man, who had one of his fellow-passengers by the queue, said, "This Chinese B— makes steal my money 2172." One of the two men then lifted up the man on which he slept, which was close to where witness was standing, and 2 or 3 sovereigns rolled out of the deck. Witness looked at one of the

sovereigns and found it to be Australian. On the same day (27th) witness put the defendant and another man in irons by order of the Captain, but witness did not know why they were ordered to be confined. Witness then came alongside the same day (27th), when the steamer entered the port, and the defendant and two others were given into the custody of the Police. Witness went to the Police Hunk with the prisoners and saw the defendant searched and a quantity of Australian sovereigns taken from his person. They were taken from under his arm, and were tied up in some white cloth. Witness then went back with the Police and the defendant, and saw the defendant take the Police constable in Court to the bridge where he had been in irons and point out to the police the place where he had been in irons and some more of the money was found concealed under the seat. The money was found wrapped up in a piece of white cloth.

By defendant.—When I put you in irons you said the big man did not want you put in irons and that he was your friend.

At this stage the case was adjourned until Wednesday the 3rd prox.

#### CHARGE OF MURDER ON BOARD THE S.S. "DEUCALION."

Cheng Ahoh, U A-un, and Sha A-yow alias U A-un, were charged with the wilful murder of Leong Ah-ah and Wong Asam, male adults; Wong Amui, a girl; and Chun Angan, a woman; on board the S.S. *Deucalion* on the high seas on the 21st instant, by administering poison which it is alleged the prisoners placed in the soup served out to the passengers.

R. J. Brown, sworn, stated he was the Master of the S.S. *Deucalion*. On the evening of the 21st instant the Doctor informed him that the 3rd class passengers were all vomiting as if they had been poisoned. Witness went forward to the deck house and found the passengers all sick. Witness enquired for the Chief Chinese cook to make enquiries. The cook was also sick. (The evidence of the Captain was the same as that adduced at the inquest.)

The 3rd officer was next examined, but as his evidence was also the same in substance, we refrain from reproducing it.

After the evidence of the second Officer Dr. Thomas Pott gave somewhat similar evidence to that which he gave at the inquest. He went into a lengthy and detailed account of the symptoms displayed by the passengers who were poisoned.

The 1st prisoner asked the doctor if one of the packets said to contain poison and which was found on his person was not good for a sore foot. The doctor, after looking at the medicine, said he could not say what it was without making an analysis. He had never seen it before, and he was not acquainted with Chinese medicine.

The Captain, recalled, said that he produced a list of the passengers. He then gave details of the numbers on board, the place of embarkation, and rates of passage money. The 1st prisoner, he said, had no right on board the ship, as he had no ticket. The evidence of P. C. Somerville (No. 35), was next taken; he proved going on board the steamer, and that the prisoners were given into his custody on suspicion of being connected with the death of four of the Chinese passengers. The Captain reported that a robbery had also been committed. A woman (Li Ah-qui) gave him a packet containing powder and he got some other powders from the person of the first prisoner. The third prisoner was searched, and some sovereigns were found on his person. Some more money was subsequently found, and called under one of the coats on the bridge, where the third prisoner had been made fast. The prisoner told one of the witnesses where the money was to be found. 217 were found concealed in the prisoner's boot, and 248 under his arm pits.

The case was then adjourned for a week to enable the Coroner's enquiry to be concluded.

#### THE FAMINE IN THE NORTH.

(Continued.)

Feb. 7th.—This day was the worst of all. We saw abundant proofs of men eating clay or stone. I bought three stone-coals. The stone is the same as our soft stone pencils. This is pounded to dust and mixed with millet husks, in greater or less proportions, according to the poverty of the people, and then baked. It does not look bad, but tastes like what it is—dust. The dead to-day number more than on any previous day. We did not reckon them in returning, but seeing so many fresh ones, we counted them again this afternoon. They were no less than twenty-nine in 55 ft. from Ling-shih-nien northwards. And the circumstances were more frightful, too. In one valley the road branched into two, and you may take either side of the stream. When I thought of it, I took one and my servant another. We were within sight of each other, though not at talking distance, and it was only after 5 ft. that the roads united again. On his road, the servant saw a woman lying in a ditch after being robbed of all she had, like many others. Although not conscious of any one passing by, yet she moved! Further on we saw a man's head cut cleanly off his body—a cruel murderer's deed. We saw also among the dead some wounded heads, not in such a way as we usually saw done by wolves, dogs and birds. Even the dogs were getting savage; they barked and howled at us when we were driving them away from the dead. Many of the corpses were dead formerly seen had disappeared, but their places were more than supplied by fresh ones. With not ray that we were terribly sick of this horrible journey. If we could have given relief wherever we went, it would have been a high gratification; but as it was, such scenes as I have not half described, and such tales as I cannot venture to do several times in the day, too, made me afraid almost to mention the subject. It was like re-opening a painful wound to me, and how much more to the poor people themselves! After being away fourteen days, I reached Tai-yun-fu in safety on the 10th.

The above is what I saw. Now I have to give a briefer account of what I heard. Not that I heard less indeed, but I am sure on one care to read much more of such terrible suffering. I met men from the province of Shih-chuen en route for Peking, and they said that the whole way from Feng-hien in that province there were dead men on the road every now and then. He told me that snow had fallen in Honan about a foot deep. I met other later on, who had come from Shih-gan-fu, in Shensi. About a span of snow had fallen there. I met others from Ning-hia in North Kan-su. Grain was cheap and abundant in that province, but scarce each step as they came

across the northern half of Shensi. No snow worth mentioning had fallen on their route. The Yellow River, at the pass where they crossed over to Shensi, on their way to Kiangchow, had not been passable for six months the 25th year of Tao Kwang (32 years ago), but the poor people here had unusual cold as well as unusual famine to contend with this winter. The soft stone is sold at prices varying from two to five cash per catty, according to distance of carriage. Bark is sold at from five to seven cash per catty at the places where I inquired. The roots of rushes are dug and eaten. These cause the face to swell, and the stone when taken in large quantities has the same effect as chalk. People die of constipation. Grain is three and four times the usual price, and turnips almost as high, and six times. Flour costs seven, eight, or nine cash per catty, according to the place bought at. In every city we passed through, they said 20, 30, or 40 people died there daily. At Ping-yang-fu they said that two Wan Jin Kwang were killed, and that two carts were daily employed in carrying the dead. One innkeeper told us that some thirty in three days had counted no less than two hundred and seventy dead on the road. The main road goes most of the way alongside the river Fen, and a good deal of the soil can be irrigated on one side or other, but away a few ft. east or west are the hills. The dead there are far more numerous. Whole families, old and young, die in their houses, and there they remain unburied. At Kie-hi-hien in Fen-chow-fu the inn-keeper said that half of the people were either dead or had gone away. Those from Lin-kin-hien and I-ah-hien and Wao-chien-hien in Pu-chow-fu said that the number of the dead there was frightful. In one hien a third were dead already. In another six out of every ten. On cross-questioning they insisted that in most of the hien in Pu-chow-fu more than half were dead. Whoever I asked from Ping-yang-fu, Pu-chow-fu, Kiangchow, and Hui-chow, for 1 met people from all these places at some inn or other, I did not meet a single man who would admit that five out of every ten remained except that man who spoke of a third dead. The rest maintained that five or six or seven out of every ten were dead.

They gave instances of villages numbering three, only numbering one hundred now. Here, in Yang-ku, nevertheless, judging from inquiries made last year, these statements are exaggerations; true, indeed, of certain places but not of whole prefectures. Still making a liberal allowance, and say that only five out of ten will remain at the end of the famine, which I fear is too much, what a terrible famine will it prove to have been! Consider the area. Grain is sent to every hien in Pu-chow-fu overland via Hwai-lin, a distance 2,000 and more ft., not to speak of it coming from Manchuria. If it could be got nearer from any other direction, of course it would be brought, so we have a radius and can calculate the square miles. The population of Shensi is mostly in the south.

Now let us see what is done for their relief. Fasting rapidly through the place, could not possibly get very accurate information, and it is only approximate estimate as in other matters that I can hope to give. The lowest allowance I heard of was one hundred cash a month to each person, and the highest I heard of was three hundred cash a month, equal to 10 cash per day; and a Wei-yuen told me that this place where 10 cash was given was the best he had heard of, on his way from Tai-yun-fu to Kiangchow and back. In many places grain was distributed instead of cash, and that was between two and three ounces for each person per day. There may be more given in some places, but I did not hear of full three ounces given anywhere. Tai-yun-fu city is an exception. In the suburbs there are three large soup kitchens, where altogether about twenty thousand go. Here food to the value of thirty to fifty cash is given to each adult daily, which is an abundant supply when the people are at home and can earn money besides. It is different with the great bulk of the province. I have not heard of any means devised to enable the people to provide for themselves. They are obliged to be satisfied with what is given them directly, and the former parts of this letter show with what result; and if what I have written is not enough, let me add that I have heard from different sources that in many districts men eat each other. When I said it was hard for me to believe this, they were displeased at my incredulity, and supported their statements with so many particulars that I now no longer doubt it. I refrain from repeating them. When I inquired what was the reason of coal rising in price, it was told that no venture to go simply to the coal pits to fetch it, for they will be stripped, and their beasts whether horses, cows, mules, or donkeys eaten up. So driven to desperation are the people in the mountains, that those of one village dare not visit another. Not only whole families die away, but some of the smaller villages perish altogether, and this is currently reported in Yang-ku-hien, where the provincial capital is. Houses are turning to sepulchres filled with the dead. I have asked the king of the dead, and I am not far from the truth. What is not known. I have just heard from the highest authority that in the southern part of the province some who have money in their hands are dying, because there is no grain to be bought. Grain has been bought in abundance at Tientsin and elsewhere by the Governor's agents, but all the beasts of burden in Shensi and the adjoining provinces are not sufficient to carry it. When matters have come to such a pass, it is a small thing to say that the roads are so narrow in the mountains that half of the carriers are obliged to travel by night, whilst the other half travels by day to prevent delay in waiting at the defiles.

The above will give you a brief and very imperfect view of the state of things in the famine-stricken North. My journey was over only a small portion of it, and the more extensive and the more complete the investigation is, it will serve to confirm and deepen the impressions one has already formed.

#### THE PACIFIC SQUADRONS OF ENGLAND AND RUSSIA.

(Continued.)

The vague reports which have been in circulation for some time as to the strength of the Russian navy in the Pacific, and its probable destination in case of war, have led us to look up all available authorities for the purpose of learning the real strength of our possible enemies. We find, in 1878, that the division of the Russian navy which is designated the Siberian fleet, numbered

eleven ships, manned by 140 officers, and 1200 seamen. It is possibly have since been increased, although it is scarcely possible that steamers could be transferred from the Baltic to Siberian waters without the fact becoming well known. The distance is so great that several calls at ports en route would have to be made for the purpose of coaling. The General Admiral is the flagship of the station, and is looked upon as the most formidable vessel in it; she is, however, far inferior to an ordinary English ironclad. She is of 4500 tons burthen, and 1000 horse power, her armor has a thickness of six inches, and she carries four 8-ton guns and two of 63 tons. The other Russian ironclads on this station are small monitors of from 800 to 1500 tons burthen, and from 180 to 400 horse-power; their armor ranges from four to six inches in thickness, and they each carry two 12-ton guns.

At the time of the Crimean War the Russians found that, although they succeeded in holding their fortified station at Petropaulovski, yet that it was very inconveniently situated, and was in fact unsuitable as a depot for their sea-going fleet. The station of the Siberian fleet was accordingly removed, after the peace of Paris, to Vladivostok, a port on the coast of Manchuria, on the western shore of the sea of Japan, and distant about 200 miles from Hakodadi. They have also another arsenal situated at Nikolaevsk, on the strait between the island of Saghalien and the main land, about 100 miles north of Vladivostok, and we are not quite certain which of these two ports is to be considered the principal one and the headquarters of the fleet. Little is known about their fortification either; but it is certain that large sums have been spent in strengthening them. The direct route from either of these ports to the coast of Australia would lead past Hongkong, which lies about 1400 miles south of Vladivostok, and is the headquarters of our China squadron. The nearest route which could be taken between Vladivostok and Moreton Bay would measure about 5000 miles; whilst, owing to the dangerous navigation on the east of New Guinea, and amongst the islands to the north, it is probable that a regard for safety would lengthen it by at least 1000 miles more. This is a distance for which heavy ironclads could not carry coal, or at least they could not carry enough to bring them and take them back; so that unless the Russians have taken the precaution to provide coaling depots en route, where they may replenish their stores of fuel, we are tolerably safe from a visit. England, indeed, has at present this great advantage in any maritime war in the Pacific, that she holds the only coal-fields at present worked on its shores, and this advantage by itself is worth a whole ironclad fleet to her, since her enemies will scarcely venture where they cannot obtain supplies of fuel, whilst their most expensive ironclads could do nothing and their retreat would be cut off.

We may be sure, however, that if war do come, the English navy in these seas will be prepared to do its duty. It has been long looked for, and we may be sure that the Admiral on the China station has had his eye on the Russian squadron, and knows more about its strength and its movements than we can tell our readers.

Our China squadron at the present time consists of the *Audacious*, an ironclad of the fourth class, 6000 tons burthen, 4000 horse-power, with armor ten inches thick, and carrying 14 12-ton guns, the flag-ship of Vice-Admiral Hillyar, who has under his command the *Charybdis*, *Mermaid*, *Agave*, *Janet*, steam corvettes; the *Egeria*, *Albatross*, the *Curlew*, *My A*, *Frolic*, *Grosbeak*, *Hart*, *Hornet*, *Kestrel*, *Leopold*, *Lily*, *Magpie*, *3*, *Midge*, *4*, *Thistle*, *Foxhound*, *4*, *Moerhen*, *Mosquito*, *4*, *Shieldrake*, *4*, and *Swinger*, 4, steam gunboats; the *Nassau*, *4*, and *Sylvia*, 4, steam surveying vessels; the *Vigilant*, 2, despatch boat, and the *Victor Emmanuel*, 2, an old sailing vessel kept as the guardship at Hongkong, making a total of 26 vessels and 138 guns. The *Audacious* alone is probably, barring torpedoes, a good match for the whole of the Russian ironclads on the station, and if war were declared there is little doubt that Admiral Hillyar would, unless the Russians again took shelter behind their batteries, quickly come to close quarters with them.

We believe that the impossibility of carrying a sufficient supply of coal for the voyage would prevent the Russians at present from sending their fleet to harass the coasts of Australia, but solitary cruisers might be sent. To guard against these we have on the Australian station the *Amethyst*, 14, *Sappho*, 14, and *Wolverine*, 17, steam corvettes; the *Albatross*, 4, and *Sappho*, 4, steam sloops; and five schooners carrying one gun each, employed as Polynesian cruisers; and the Australian and China squadrons could be, if necessary, rapidly reinforced by the East Indian or the Pacific squadrons, which are about equal in strength to the China force. It must be remembered that the strength of these squadrons is really much greater than the mere number of guns would appear to indicate, since the English navy is now armed with the heaviest artillery afloat, and our steam gunboats are in reality more formidable than old-fashioned frigates.

We have shown that there is some reason to believe that the British fleet, apparently doing at Hongkong, has really one eye half open watching his Russian neighbors, and that if he do get his paw on them he is able to strike hard. It is also unlikely that a prudent admiral would lead a costly steam fleet on an expedition 5000 miles from his base of supplies unless he had secured such a supply of coal as would at all events take him back again to headquarters; and Russian admirals have up to the present time been very prudent.

It is a fact, however, that since the invention of steam it has become impossible to effect a blockade of a enemy's coast. It is therefore just possible that if the Russians resolved on risking everything they might elude the vigilance of Admiral Hillyar and make their appearance on the Australian coast some fine morning. If this were to be the case, some writers appear to imagine that all that the Australians could do would be to hand over as many millions as the commander of the hostile squadron chose to demand, in order to save our coast towns from destruction. As a matter of fact, however, such a fleet could do us very little harm, though it might inconvenience us by stopping our traffic whilst it lay off the coast. Sydney might easily be rendered impregnable, and it is already so well protected by fortifications and torpedoes that it might defy a larger and better fleet than that of Russia. Melbourne is defended by forty, mounting heavy guns, at the

heads, by torpedoes, and by the *Cerberus*, an ironclad superior to any that the Russians have. As for those minor towns which, like Brisbane, are situated some distance off navigable rivers, the Russian ships could never ascend those rivers, even if their draft of water permitted, unless they were able to land forces sufficient to clear both banks of riflemen and to carry any batteries which might be erected. As for the idea that large sums of money could be extorted by threats of bombardment from a distance, we may dismiss that as absurd. It would, no doubt, be unpleasant to see a habitation of a bombarded town, but Englishmen are not easily to be frightened into paying large sums of money, and they have read that these bombardments are not so very destructive in their effects as the uninitiated expect. Charleston and Strauburg were bombarded continuously for many weeks, and all who saw the results were astonished at the small effect produced even in those thickly inhabited cities, where every lot was built upon. In an Australian town, where about three-quarters of the area is unbuilt over, it is probable that the damage done would hardly pay for the ammunition expended after a good day's bombardment, and the enemy would be in no mood to linger long in one place, knowing well that British ships were on his track, and that each minute might bring them up.

#### THE P. & O. CONTRACT.

The question of most universal interest touched upon at the meeting of the Chamber of Commerce on Monday, was that of the Overland Mail contract. On the whole, we think, the proposals of the Chamber are preferable to those of the Bombay Chamber, having less similarity to the "asking price" of the China-bazar merchant, and being so moderate and reasonable that they must recommend themselves to every one. The Calcutta Chamber avoids naming a rate of speed or a duration of contract which should be insisted upon. The Bombay Chamber proposed that the contract speed should be once a week from 9 to 13 knots from Suez to Bombay, and that the contract should run for five years only. These terms might be very desirable, if they were practically attainable, and attainable without an increase in postal rates; but we believe no Company will undertake the contract on these terms except for a very high subsidy. The Calcutta Chamber, on the other hand, proposes that these matters should be decided according to tenders. As regards speed, they suggest that the tender which gives the highest speed, combined with a subsidy which would not necessitate advanced postage, and which also gives the fullest assurance of ability to carry out the contract in its integrity, should be selected. And as regards length of contract, they suggest the impossibility of securing a high rate of speed together with a short term of contract as expedient, because no Company could be expected to provide the class of high-speed vessels requisite, at the risk of having the contract annulled at the end of five years, and thus being burdened with a class of ships of no further use to them. They therefore propose, that duration of contract should also be made a matter of tender, "as contractors would doubtless accept a long contract on terms more favorable to the public than a short one." The good sense of these proposals is, we think, evident. We are glad to see the Chamber taking the opportunity of calling the attention of the Director-General to the necessity of avoiding a delay of our mails at Bombay. It is intolerable that the Calcutta mails should sometimes have to lie the greater part of a day in the western capital. The references of the Chairman, Mr. Mackinnon, to the P. and O. Company were graceful, and, in spite of all complaints, well deserved, we think. Most people will agree with him in hoping to see the P. and O. Company still carrying the mails under a new contract, and will approve of the recommendation that their tender should receive the fullest consideration consistent with public interests. Only we must say that, having regard to the way in which the last contract was made, to the amount of the influence which the Company exercised then, and will doubtless exercise again, such a recommendation, proper as it is, is perhaps superfluous. We may take it for granted, that the tender of the P. and O. Company will receive at least as full consideration as is consistent with public interests. Not more, we hope.—*Friend of India*.

#### SONG.

By HENRY W. LONGFELLOW.  
Stay, stay at home, my heart, and rest;  
Home keeping hearts are happiest,  
For those that wander they know not where  
Are full of trouble and full of care;  
To stay at home is best.  
Weary and homeless and distressed  
They wander east, they wander west,  
And are baffled and beaten and blown about  
By the winds of the wilderness of doubt;  
To stay at home is best.  
Then stay at home, my heart, and rest;  
The bird is safest in its nest;  
O'er all that flutter wings and fly  
A hawk is hovering in the sky;  
To stay at home is best.  
—*Atlantic Monthly*.

#### WHY COAL BURNS.

If you take a lump of coal out of the coal-scuttle you find yourself in possession of an irregular lump of black stone, which usually sells the hand that holds it to a greater or less extent, and which generally presents but one obvious feature—namely, that it is composed of thin parallel layers, some of which are usually shiny and glistening, while others are more dull and earthy in appearance. In consequence of this structure, as everyone knows who has ever stirred a fire, it is comparatively easy to break up a piece of coal in one direction (the direction corresponding with that of the component layers), but repeated blows from the poker may be vainly used if the refractory lump be attacked in the opposite direction (the direction at right angles to the layers). Now, as before remarked, there is nothing whatever about a piece of coal which would in any way indicate its inflammable nature, and perhaps the first question that we should feel disposed to ask is, *Why does coal burn?* To answer this question we must call in the help of our chemical friends; but we can get an intelligible reply without dipping very deeply into the theory of combustion. The chemistry tells us, then, that coal is composed principally of the elementary substance which is termed carbon, and which is seen in its purest form in lamp-black, charcoal, and the wonderfully dissimilar blacklead and diamond. He further tells us that carbon, when raised to a certain temperature, has the strongest desire to unite itself with the gas called oxygen, which is present in a

#### Quotations.

HONGKONG, March 28, 1878.

OPIUM.—New Patna, cash, 4500  
" Old Patna, cash, None  
" Old Patna, credit, None  
" New Benares, cash, 570  
" Old Benares, cash, None  
" New Malwa, cash, 730  
" Allowance Teela, 6 2 4  
" Old Malwa, cash, 232  
" Allowance Teela, —

QUICKSILVER, ... 62 2 4 63 1/2

SALT-PETRE, ... 64 2 4 64

#### Exchange.

Bank, on demand, ... 3/10 3/10  
" 30 days sight, ... 3/10 3/10  
" 6 months sight, ... 3/11 3/11  
" 12 months sight, ... 3/12 3/12  
" Documentary, 6 months sight, ... 3/11 3/11  
Bombay, demand Rupees, ... 232 1/2  
Calcutta, ... 232 1/2  
Shanghai, demand, ... 712 1/2  
" 30 days, ... 722 1/2  
Bar Silver, 17, dwt. B., ... 9.50  
Sycee, ... 8.50  
Mexicans, ... 1 1/2 p. c. m.  
Gold Leaf, ... 28.30  
English Sovereigns, ... 5.08  
Australian Sovereigns, ... 5.08  
Discount, ... 7 to 8 %

#### Shares.

Hongkong Bank, 55 % prem. \$1,900  
Union Ins. Society of Canton, \$1,900  
China Traders' Ins. Co., \$1,200  
Chinese Insurance Co., \$550  
Yangtze Ins. Assoc., Tls. 625  
North China Ins. Co., Tls. 960  
H.K. Fire Ins. Co., \$680  
China Fire Ins. Co., \$170  
H.K. & W. Dock Co., 2 % prem.  
H.K. & M. S. Post Co., \$17 1/2  
Shanghai Steam Navigation, Tls. 22  
Hongkong Gas Co., \$75  
Hongkong Hotel Co., \$55  
China Sugar Refining Co., 2 % dis.  
Chinese Imperial Loan, \$105.  
Do. of 1877, \$108.15/.

#### Temperature.

Taken at Messrs. Nelson's & Co.'s Premises

Queen's Road.)  
HONGKONG, March 28, 1878.  
BAROMETER—9 A.M. ... 30.050  
Do. 1 P.M. ... 30.020  
Do. 4 P.M. ... 30.000  
THERMOMETER—9 A.M. ... 76 1/2  
Do. 1 P.M. ... 78 1/2  
Do. 4 P.M. ... 71  
Do. (Wet bulb) 9 A.M. 76  
Do. Do. 1 P.M. 77  
Do. Do. 4 P.M. 71  
Do. Maximum ... 79  
Do. Minimum over night 70 1/2

#### Shipping Intelligence.

The following is corrected from the latest

London and Colonial Papers:—

VESSELS TO ARRIVE.

AT HONGKONG.

When left.	Name.	From.	Remarks.
Aug.	14, Regulus,	Cardiff	
Sept.	3, Andreas,	Flushing Roads	
Oct.	2, Anna Bertha,	Cuxhaven	
19, Oscar,	Hamburg		
25, Benedicta,	San Francisco		
Nov.	1, Elizabeth Ostle,	Antwerp	
2, Cadiz (s.),	Liverpool		
3, Johann Smidt,	London		
4, Minna,	London		
5, Elizabeth Shields,	Hamburg		
20, Jetti,	Cardiff		
Dec.	1, Glagaber,	Flushing	
2, Otto,	Hamburg		
4, Devana,	London		
13, Sir Harry Parker,	London		
19, Sedan,	Cardiff		
19, Forward,	Newcastle (N.W.)		
23, J. R. Worcester,	London		
25, G. B. S.,	Liverpool		
Jan.	8, Korso,	Penarth	
17, Hylon Castle,	Greenock		
22, Belle of Oregon,	Liverpool		
27, Earl of Devon,	Antwerp		
30, Elizabeth Childs,	Plymouth		
31, Wandering Jew,	Penarth		



## Merchant Vessels in Hongkong Harbour.

ATTACHED AND FORWARDED BY MR. CLYDE W. DICK, JR. TO THE UNITED STATES SENATE, WASHINGTON, D.C., BY TELEPHONE, FEBRUARY 2, 1961.